

# 2021 Ridgeline vs. 2020 Ranger



2021 Honda Ridgeline



2020 Ford Ranger

## Capability

**2021 Honda Ridgeline**  
(Sport, RTL, RTL-E, Black Edition)

**2020 Ford Ranger**  
(XL, XLT, Lariat)

**280<sub>hp</sub><sup>1</sup>**

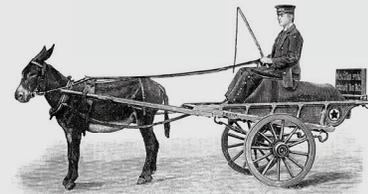
The smooth V-6 in the Ridgeline makes 280 peak hp

**270<sub>hp</sub>**

Ranger's turbocharged engine has but 4 cylinders and can crank out only 270 peak hp



Ridgeline's independent multi-link rear suspension helps deliver accurate roadholding and excellent ride quality



The Ford's leaf-spring-and-live-axle rear suspension dates to the Model T Pickup—and provides unsettled ride and handling

Its unique **dual-action tailgate** and **In-Bed Trunk<sup>®</sup>** make Ridgeline extraordinarily versatile

The tailgate on Ranger only goes one way, and its bed offers no versatility-expanding features

← **50"** →

With a full 50.0 inches between wheelwells, 4-foot sheet stock will lay flat in Ridgeline's bed

← **44.8"** →

Ranger's 44.8 inches between the wheelwells is much less accommodating

## Comfort & Convenience

Ridgeline has more front and rear headroom, shoulder room and hiproom, and more rear legroom

Ranger edges the Honda in only one interior dimension—front legroom

**68** **72** **74**

Ridgeline comes with tri-zone automatic climate control on every trim

**72**

Ranger's climate control can only achieve single- or dual-zone adjustability

## 2021 Ridgeline vs. 2020 Ranger

|                           | 2021 Honda Ridgeline<br>(Sport, RTL, RTL-E, Black Edition)  | 2020 Ford Ranger<br>(XL, XLT, Lariat)  |
|---------------------------|---|--|
| Comfort & Convenience     | Ridgeline RTL and above trims can let in the sky and stars with a standard <b>power moonroof</b>                                | No moonroof is available on any Ranger   |
| Safety & Driver-Assistive | Every Ridgeline enhances confidence with a standard <b>Road Departure Mitigation System (RDM)</b> <sup>2</sup>                  | Ranger offers nothing comparable to RDM  |
|                           | Open-road driving is less taxing for all Ridgeline drivers thanks to standard <b>Adaptive Cruise Control (ACC)</b> <sup>3</sup> | Only Ranger XLT and Lariat buyers can have a feature like ACC—but only by paying extra |

**The Verdict:** Ridgeline is the clear choice over the Ranger. It offers:



- Much greater cargo-hauling versatility
- Smoother ride quality and more precise handling
- A great deal more room and comfort-enhancing features in the cabin
- Safety and driver-assistive technologies unavailable on Ranger



<sup>1</sup>280 hp @ 6000 rpm (SAE net). <sup>2</sup>Road Departure Mitigation only alerts drivers when lane drift is detected without a turn signal in use and can apply mild steering torque to assist driver in maintaining proper lane position and/or brake pressure to slow the vehicle's departure from a detected lane. RDM may not detect all lane markings or lane departures; accuracy will vary based on weather, speed and road condition. System operation affected by extreme interior heat. Driver remains responsible for safely operating vehicle and avoiding collisions. <sup>3</sup>ACC cannot detect all objects ahead and may not detect a given object; accuracy will vary based on weather, speed and other factors. ACC should not be used in heavy traffic, poor weather or on winding roads. ACC only includes a limited braking function. Driver remains responsible for slowing or stopping the vehicle to avoid a collision.